

# ARMY AND NAVY CHRONICLE.

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[Whole No. 62.]

## PROCEEDINGS OF CONGRESS, IN RELATION TO THE ARMY, NAVY, &c.

### SENATE.

MONDAY, FEBRUARY 15.

Mr. NAUDAIN presented the memorial of a number of owners of vessels navigating the Delaware, praying for an appropriation for deepening the entrance of Christiana river. Referred to the Committee on Commerce.

Mr. NILES presented the petition of W. H. Freeman, Lieutenant Colonel of the Marine corps, setting forth the evils and grievances which the petitioner and other officers of that corps suffer from the act of Congress of the 30th June, 1834, and praying for the repeal or alteration of the same. Referred to the Committee on Naval Affairs.

Mr. Tipton submitted the following resolution, which was considered and agreed to:

*Resolved*, That the Secretary of War be requested to prepare and transmit to the Senate a statement showing the effective force of the army of the United States, and the pay and emoluments allowed by law to each.

The bill authorizing the Secretary of War to receive additional evidence in support of the claims of the State of Massachusetts for services, disbursements, and expenditures during the late war, was read the third time and passed.

TUESDAY, FEBRUARY 16.

Mr. Tipton presented the memorial of the General Assembly of Indiana, praying Congress to grant lands to the militia and rangers who served in the late Indian wars; which was referred to the Committee on Military Affairs.

Mr. LINN said, I hold in my hand, which I am requested to present to the Senate, certain papers and documents relating to a claim of Major Alphonso Wetmore, formerly of the United States army. This gentleman highly distinguished himself during the last war in some of the bloody battles fought on the Niagara frontier, in one of which he lost an arm by a cannon ball. He afterwards received the appointment of paymaster, and, as he says, in one of his voyages to pay off troops stationed on the Missouri river, the public money confided to his care was lost in consequence of the sinking of his canoe, by which loss he became a debtor to the Government 12 or 14,000 dollars, for which he wishes relief. The situation of this gallant man is truly deplorable. He is now entirely ruined in fortune; his property all sold by the sheriff and constable, and deprived by a construction of our laws of that pension for his support which was awarded him for his services in defence of his country. His feelings are so vividly portrayed in the following letter to me, that I would claim the indulgence of the Senate while I read it.

"My story is a short one. I lost the money, and the constable and the sheriff have recently sold all my goods and chattels. The pension I am entitled to by law, I have not drawn for several years. I served the country in commission twenty one years. I entered the army with two arms, and came out with one; all I ask of the Government, is to have my accounts balanced, and I will relinquish all claims to the end of the chapter, for a pension. If this cannot be granted, I have nothing to pay with but flesh—how many pounds I will not undertake to say. What I have, however, is now, as it always has been, at the service of my country, either in the field, or in jail, as those in authority may please to direct. If there is to be a fight with the French, I will work out the balance I owe in the war, or pay it off by instalments of arms and legs, at as reasonable a rate, as the state of the market will justify. My intellectual properties are to be filed in on the score of patriotism and fame. There may appear something like levity in my style, but in substance, there is truth and gravity of a painful character.

Will you be pleased to write me a line or two, and give me your opinion in the case.

I am organizing an emigrating party of young men for Texas. They may get a league of land each, or enter a tract 6 ft by 2."

Mr. KING, of Alabama, submitted the following resolution, which was considered and agreed to.

*Resolved*, That the President of the United States be requested to cause the Senate to be informed whether any further defences are proposed to be erected at Key West,

and Mobile Bay; and if so, whether it is expedient to commence such works this year, and the amount necessary to be appropriated for these objects.

WEDNESDAY, FEBRUARY 17.

Mr. BENTON, from the Committee on Military Affairs, to which had been referred the petition of Captain Henry Smith, made an unfavorable report thereon.

The Senate then proceeded to the consideration of the special order, being the resolution introduced by Mr. Benton for appropriating the surplus revenue to objects of permanent national defence.

Mr. WRIGHT, who had the floor, addressed the Senate in favor of the resolution, and after he had concluded, the debate was further continued by Messrs. CALHOUN, WALL, PRESTON, and NILES.

THURSDAY, FEBRUARY 18.

Mr. BENTON presented the petition of Wm. H. Bell of North Carolina, a Captain in the Ordnance Department, and now in the City of Washington, stating that he has made some valuable improvements in the firing and pointing of cannon, and proposing that the Government shall have the advantage of his improvements on terms that may be just to himself. Referred to the Committee on Military Affairs.

Mr. BENTON, from the Committee on Military Affairs, to which had been referred a resolution of the Senate instructing them to inquire into the expediency of establishing a depot of arms and munitions of war on the frontiers of Missouri, made a report accompanied by a bill making an appropriation for that object.

The bill was read and ordered to a second reading; and the report and papers were ordered to be printed.

On motion of Mr. SWIFT, the report of the Committee on Military Affairs, unfavorable to the petition of Captain Henry Smith, was considered and concurred in.

### SPECIAL ORDER.

Mr. BENTON's resolution for appropriating the surplus revenue to national defence, was taken up as the special order.

Mr. ROBBINS addressed the Senate in a speech of some length in opposition to the resolution, and, after he had concluded,

Mr. CALHOUN moved to lay the whole subject on the table.

Mr. BENTON said, as this motion was to put a final conclusion to the debate, he would ask for the yeas and nays, which were accordingly ordered, and the question was taken and decided in the negative—yeas 15, nays 23.

The question was then taken on Mr. GRUNDY's amendment to strike out the word "surplus," so as to leave the contemplated appropriation to be made out of the revenue generally, and the question was decided in the affirmative, yeas 23, nays 17.

The amendment of Mr. PRESTON, to strike out the whole of the resolution after the word "resolved," and insert "that such appropriations as are necessary, shall be made to carry on the system of general defence for the protection of the country," was next considered and rejected.

Mr. EWING of Ohio, offered an amendment, to come in as an additional section, but withdrew it at the suggestion of Mr. Preston.

Mr. CALHOUN then offered an amendment, to come in as an additional section, but subsequently withdrew it.

After some remarks from Messrs. SHERLEY MANGUM, LEIGH, PORTER, BUCHANAN, DAVIS, and BENTON, the question was taken on the first of Mr. Benton's resolutions, and it was decided in the affirmative by yeas and nays, unanimously; yeas 42.

On taking the question on the remaining resolutions, they were also unanimously adopted.

After the consideration of Executive business, the Senate adjourned.

FRIDAY, FEBRUARY 19

Mr. BUCHANAN presented the petition of Russell Jarvis, stating that he has made a valuable improvement in the construction of steam boilers, and obtained a patent for the same; and asking for an appropriation for the purpose of testing its usefulness, with a view to its being used in the navy; referred to the Committee on Naval Affairs.

Mr. BENTON presented the petition of Lieut. Col. Kearny of the United States Dragoons, praying to be re-imbursed for

two horses lost in the service of the United States; referred to the Committee on Military Affairs.

Mr. BENTON, from the Committee on Military Affairs, to which the subject had been referred by a resolution of the Senate, reported a bill making an appropriation for the establishment of an armory on the western waters; which was read and ordered to a second reading.

Mr. BENTON gave notice that he would on Monday next, immediately after the morning's business, move to take up the bill making appropriations for fortifications, reported by him from the Military Committee some days since.

The bill from the House to provide for the payment of the services of the volunteers and militia corps in the service of the United States in Florida, was read twice and referred.

#### HOUSE OF REPRESENTATIVES.

WEDNESDAY, FEBRUARY 10.

Mr. SMITH, from the Committee of Ways and Means, reported the following bills; which were read twice and committed:

A bill making additional appropriations for the Delaware breakwater and for certain harbors, and for removing obstructions in and at the mouths of certain rivers, and for other purposes, for the year 1836, and

A bill directing the Secretary of War to report annually certain information in relation to works of internal improvements.

Mr. JOHNSON, of Kentucky, from the Committee on Military Affairs, reported a bill fixing the compensation of the officers of the army, employed on duty in the Military Bureaus of the War Department; which was read twice and committed.

A bill from the Senate for the relief of Captain Augustus A. Nicholson, was read twice and committed:

#### APPROPRIATION BILLS.

The House then, on motion of Mr. CAMBRELENG, resolved itself into a Committee of the Whole on the state of the Union, Mr. MILLER in the Chair.

#### NAVY APPROPRIATION BILL.

The Committee resumed the consideration of the bill making appropriations for the naval service for the year 1836. The question pending, was the proposed amendment of Mr. Bell, to reduce the appropriation for the improvement and necessary repairs of the navy yard at Portsmouth, New Hampshire, from \$67,000 to 33,500.

And after a few remarks from MESSRS. MANN, of N. Y. EVERETT, LINCOLN, SMITH, JENIFER, WISE, CUSHMAN, CAMBRELENG, JARVIS, and BELL,

Mr. PEARCE, of Rhode Island, moved that the committee rise; agreed to. Ayes 83, noes 48.

The Committee accordingly rose, reported progress, and asked leave to sit again, and, on motion,

The House adjourned.

THURSDAY, FEBRUARY 11.

#### APPROPRIATION BILLS.

The House then, on motion of Mr. CAMBRELENG, resolved itself into a Committee of the Whole on the state of the Union, Mr. MILLER in the Chair.

#### NAVY APPROPRIATION BILL.

The Committee resumed the consideration of the bill making appropriations for the naval service for the year 1836. The question pending, was the proposed amendment of Mr. Bell.

Mr. PEARCE, of Rhode Island, addressed the House at length on the whole system of our navy yards.

Mr. CUSHING followed in reply, principally so far as regarded the navy yard at Charlestown, Massachusetts.

Mr. HARDIN rejoined.

Mr. CUSHING briefly replied.

The remarks of Mr. HARDIN and Mr. CUSHING were rather of a personal character; and at the conclusion of Mr. CUSHING's remarks, some individual in the ladies' gallery applauded, when

Mr. REED and Mr. HANNegan rose simultaneously.—Mr. REED moved that the gallery be cleared; but understanding it came from a single individual, he withdrew the motion.

Mr. HANNegan then renewed it.

Mr. LEE, of N. Y., moved that the committee rise; agreed to.

The Committee rose, and the chairman having reported progress,

Mr. HANNegan renewed the motion he made in Committee of the Whole.

Mr. WILLIAMS, of N. C., moved that the rule be enforced; which was agreed to, and the south gallery was ordered to be cleared.

Mr. MERCER said, as he was given to understand that the individual who created the disturbance was recognized by a member of the House, he moved that he be taken into custody.

Pending this motion, the House adjourned.

FRIDAY, FEBRUARY 12.

On motion of Mr. ALLAN, of Kentucky, the following resolution, submitted by him on the 7th ult., was again taken up and agreed to.

*Resolved*, That a select committee be appointed, whose duty it shall be to inquire into the expediency of extending the provisions of the act of Congress, for the benefit of the surviving officers and soldiers of the revolutionary army, passed the 7th of June, 1832, so as to embrace those who were engaged in the wars of the United States, which occurred between the treaty of peace with Great Britain in 1783, and the treaty of Greenville with the Indians in 1795; and that the said committee have leave to report by bill or otherwise.

On motion of Mr. LANE the Select Committee was ordered to consist of nine.

SATURDAY, February 13.

Mr. HAWES, of Kentucky, made an ineffectual attempt to take up his resolution on the subject of the West Point Academy.

The following resolutions heretofore offered, were then agreed to:

By Mr. GALBRAITH:

*Resolved*, That the Secretary of War be requested to furnish to this House the report of Lieutenant Thompson S. Brown, of the United States corps of Engineers, relative to the harbor of Presque Isle, with the accompanying drawings and estimates.

By Mr. LOVE:

*Resolved*, That the Secretary of War be directed to transmit to this House all surveys, maps, plans, and estimates on file in the War Department, relating to the construction of a harbor at New Buffalo, in Michigan.

On motion of Mr. LAWLER,

*Resolved*, That the Secretary of War be directed to inform this House whether, in his judgment, an additional armed force be necessary to prevent the Creek tribe of Indians from aiding the Seminole Indians in the War of Florida, and from the commission of other depredations; and if so, whether any legislation by Congress will be necessary.

On motion of Mr. McKAY,

*Resolved*, That the Committee on Military Affairs be instructed to inquire into the expediency of establishing an arsenal in North Carolina.

On motion of Mr. HAWES,

*Resolved*, That the Committee on Military Affairs be instructed to inquire into the expediency of establishing a public armory on the waters of Greene river, in the State of Kentucky; and that said committee be instructed to report on or before the first of March next.

On motion of Mr. DROMGOOLE,

*Resolved*, That the Committee on Invalid Pensions be instructed to inquire into the expediency of allowing to Major Gen. Winfield Scott the same rate of pension as Lieut. Colonel of Artillery, as if the testimony in support of the disability sustained by him in the battle of Niagara, July 25th, 1814, had been completed and filed at that date.

On motion of Mr. BOND,

*Resolved*, That the Committee on Commerce be instructed to inquire into the expediency of erecting a Marine Hospital at the town of Portsmouth, in the State of Ohio.

*Resolved*, That the Secretary of the Treasury be directed to cause to be laid before this House, a statement showing the number of claims for horses and other property lost in 1831—2, on the frontiers of Illinois and Michigan, that have been presented for allowance, under "an act for the payment of horses and arms lost in the military service of the United States against the Indians on the frontiers of Illinois and Michigan Territory," approved 19th February, 1833, and an act to provide for the payment of claims for property lost, captured or destroyed by the enemy, while in the military service of the United States, during the late war with the Indians on the frontiers of Illinois and Michigan Territory, approved 30th of June, 1834—the number that have been allowed, and the number that have been rejected or suspended, and the reasons for such rejection or suspension.

On motion of Mr. DUNLAP,

*Resolved*, That the Committee on Military Affairs be in



structed to inquire into the expediency of establishing an arsenal at Memphis, Tennessee.

On motion of Mr. PEARCE, of Maryland,  
*Resolved*, That the memorial of Samuel Hambleton, a purser in the navy of the United States, with the accompanying documents now on the files of this House, be referred to the Committee on Naval Affairs.

*Resolved*, That the Committee on Commerce be instructed to inquire into the expediency of making an appropriation for the erection of a custom-house, and a public store house in the city of New Orleans.

On motion of Mr. LOYALL,  
*Resolved*, That the Committee on Naval Affairs be instructed to inquire into the expediency of placing the master workmen at the several navy yards, upon a more permanent footing as to appointment and pay.

On motion of Mr. LINCOLN,  
*Resolved*, That the Committee on Naval Affairs be instructed to consider the propriety of continuing to Mary J. Babbitt of Massachusetts, the widowed mother of Fitz Henry Babbitt, late a Lieutenant in the Navy of the United States, on board the Frigate President, Stephen Decatur, Esq. Commander, who was killed in action with a squadron of the enemy on the 15th January, 1815; the benefit of the pension granted to her for five years, from the 19th of November, 1830, now expired by an act of Congress of 2d March, 1833.

On motion of Mr. PINCKNEY,  
*Resolved*, That the Committee on Military Affairs be instructed to inquire into the expediency of establishing an arsenal of construction at or in the vicinity of Charleston, South Carolina.

## TUESDAY, FEBRUARY 16.

Mr. MILLIGAN, from the Committee on Naval Affairs, reported a bill for the relief of Samuel Hambleton; which was read twice and committed.

On motion of Mr. GRAYSON, and at the instance of the Committee on Naval Affairs, the Committee of the Whole House was discharged from the further consideration of the bill for the establishment of a navy yard at Charleston, South Carolina, and the same was committed to a Committee of the Whole on the state of the Union.

Mr. PEARCE, from the select committee appointed on that subject, reported a bill for the relief of the officers and soldiers who served in the Rhode Island brigade, in the Revolutionary war, their heirs and assigns; which was read twice and committed.

Mr. ALLAN, of Ky., from the select committee raised on the subject, made a report, accompanied by a bill, to extend the provisions of the act supplementary to the act for the relief of certain surviving officers and soldiers of the Revolutionary war, approved 7th June, 1832; which was read twice and committed.

## WEDNESDAY, FEBRUARY 17.

Mr. R. M. JOHNSON moved to suspend the rule for the purpose of considering the bill providing for the payment of the volunteers and militia corps in the service of the United States; which was negatived.

Mr. JOHNSON subsequently moved to suspend the rule in order to enable him to submit a motion, making the foregoing bill the special order for one hour to-morrow morning, after the reception of reports from committees.

Mr. ASHLEY moved to amend the motion, so as to include the bill authorizing the President of the United States to accept the service of volunteers; which was negatived.

The motion to suspend the rules was agreed to—ayes 112 noes 38.

Mr. JOHNSON then submitted the motion indicated, which was carried.

Mr. JUDSON, from the Select Committee on that subject, moved to take up the joint resolution in relation to the monument proposed to be erected to the memory of Captain Nathan Hale, for the purpose of reading it a second time by its title, and committing it; which was agreed to.

The resolution was then read a second time, when Mr. JUDSON moved that it be committed to a Committee of the Whole on the state of the Union.

Mr. VINTON moved to commit the resolution to a Committee of the Whole House.

Mr. JUDSON adverted to the patriotic character of the resolution, and urged the propriety of the motion which he had submitted.

Mr. EVANS coincided in the remarks of the gentleman from Ohio.

The hour devoted to morning business having expired, the Chair announced the special order.

## THURSDAY, FEBRUARY 18.

On motion of Mr. JOHNSON of La.,

*Resolved*, That the Committee on Commerce be instructed to inquire into the expediency of making an appropriation for the erection of a Marine Hospital in the city of New Orleans.

A joint resolution authorizing the Secretary of War to receive additional evidence, in support of the claim of Massachusetts, for services, disbursements, and expenditures, during the late war; was read twice and committed.

On motion of Mr. R. M. JOHNSON, the House then resolved itself into a Committee of the Whole on the State of the Union, Mr. LINCOLN in the Chair, on the bill to provide for the payment of volunteers and militia corps, in the service of the United States.

The bill was then read as follows:

A bill to provide for the payment of volunteers and militia corps in the service of the United States.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the officers, non-commissioned officers, musicians, artificers, and privates, of volunteer and militia corps, who have been or may hereafter be in the service of the United States, shall be entitled to and receive the same monthly pay, rations, and forage, and be furnished with the same camp equipage, including knapsacks, as are or may be provided by law for the officers, musicians, artificers, and privates of the infantry of the army of the United States.

SEC. 2. *And be it further enacted*, That the officers of all mounted companies shall each be entitled to receive forage, or money in lieu thereof, for two horses, when they actually keep private servants; and for one horse when without private servants; and that forty cents per day be allowed for the use of each horse. That each non-commissioned officer, musician, artificer, and private, of all mounted companies, shall be entitled to receive forage in kind for one horse, with forty cents per day for the use thereof, and twenty-five cents per day in lieu of forage and subsistence when the same shall be furnished by himself, or twelve and a half cents per day for either, as the case may be.

SEC. 3. *And be it further enacted*, That the officers, non-commissioned officers, musicians, artificers, and privates, shall be entitled to one day's pay, subsistence, and other allowances, for every twenty miles' travel from their places of residence to the place of general rendezvous, and from the place of discharge back to their residence.

SEC. 4. *And be it further enacted*, That the volunteers or militia, who may be received into the service of the United States, by virtue of the provisions of this act, shall be entitled to all the benefits which may be conferred on persons wounded or otherwise disabled in the service of the United States.

SEC. 5. *And be it further enacted*, That when any officer, non-commissioned officer, artificer, or private, of said militia, or volunteer corps, who shall die at any time in consequence of wounds received in service, and shall leave a widow, or if no widow, a child or children, under sixteen years of age, such widow, or if no widow, such child or children, shall be entitled to receive half the monthly pay to which the deceased was entitled at the time of his death for and during the term of five years; and in case of the death or intermarriage of such widow before the expiration of five years, the half-pay for the remainder of the time shall go to the child or children of said decedent: *Provided*, *always*, That the Secretary of War shall adopt such forms of evidence, in applications under this act, as the President of the United States may prescribe.

Mr. R. M. JOHNSON moved the following amendment to the second section, to come in after the word "companies," where it first occurs, to wit: "who have been, or who may hereafter be, in the service of the United States;" which amendment was agreed to.

Mr. WILLIAMS moved the following amendments to the second section, in both places where the word use occurs, so as to read in the first place, "for the use and risk of each horse, except horses killed in battle, or dying of wounds received in battle;" and in the second place, "for the use and risk thereof, except such horses killed in battle, or dying of wounds received in battle;" which amendments were agreed to.

The fourth section was then amended by Mr. JOHNSON and Mr. WHITTLESEY to read as follows:

SEC. 4. *And be it further enacted*, That the volunteers or militia, who have been, or who may be received into the service of the United States, to suppress Indian depredations in Florida, shall be entitled to all the benefits which are conferred on persons wounded or otherwise disabled in the Service of the United States;" which amendments were agreed to.

## FOREIGN MISCELLANY.

FROM PAPERS RECEIVED AT THIS OFFICE.

*From the Hampshire Telegraph.*

## BARHAM AND VERNON.—THIRD AND LAST TRIAL.

For a long period we have avoided the insertion of the relative sailing qualities of different men of war; not that we have been afforded no opportunities of doing so, for we have had many; but for the reason that, in all the trials, the contention has not been between ships of similar forces. We have had a line-of-battle ship, a large frigate (or donkey one), a sloop of war (or yacht built packet), contending against each other; and the results have been consequently in no case satisfactory or decisive. When, however, we received a report of a week's trial between two ships of equal force, and no vast difference of actual tonnage, we were induced to give that on which we could rely; and we refer, therefore, to our paper of the 4th inst. for a statement of the relative sailing qualities of the Barham and Vernon; and we do so, because the *Naval and Military Gazette* of Saturday last would have the world believe we have suffered ourselves to be imposed upon. The world, however *knows better*; the report is acknowledged by *all parties* to be *thoroughly correct*, and we vouch for the writer of it being as incapable of committing to paper what is untrue as any officer in his Majesty's service; and, what is more, we will give him credit for as much judgment, and correct notions of seamanship, as any man in the Mediterranean squadron. We had intended to have confirmed that report by inserting from another gentleman a more detailed account of what we have already published, sent to us from a midland county in England, by an officer who has a son in the ship; but that we have thought it better to *clinch* the matter, by giving the results of a further trial, the particulars of which are brought by the Alban, and which we think will set the matter entirely at rest. It is not for us to write scientific papers on shipbuilding, but we would rather that *facts*, and those authenticated by competent men, should speak for themselves; we ask, therefore, for what reason, when the particulars of the experimental trial under Sir J. Rowley were published by order of Parliament, they were *unaccompanied* by the report of Sir P. Malcolm in another experimental cruise; and why, also, Sir George Cockburn's reasons were *not exhibited* for sending the Vernon home? The result of the last trial between the Barham and Vernon is given in the following letter from an officer of the former, dated—

H. M. S. Barham, Malta Harbour, Dec. 15, 1835.

Having just arrived from our cruise, and as the Alban goes home to-morrow, I send you the result of our second trial cruise with the Vernon, which has been more than ever in favour of the Barham, so much so, that there are to be no more trials, and the Vernons have given in, in favour of the Barham, and own themselves beaten: what will now become of these ships is all conjecture.

7th Trial, Dec. 5, off Malta.—A fresh breeze, every one in Malta on the look out, saying, now for the Vernon; the ships all the morning communicating, and sending letters for the packet. At one p. m. up boats, bore away to leeward of Revenge generally two or three miles, with the Vernon under single reefed topsails and top-gallant sails, rate of sailing between nine and ten knots; at the latter part of the day all reefs out; we started astern of the Vernon two cables, in one hour passed her weather beam, and when two miles a-head tacked and passed one mile in the wind's eye of the Vernon, beating her this distance in less than four hours. N. B. Each ship made the bearings and distance per signal; the above is from Vernon's as well as the Barham's account.

8th Trial, Sunday, Dec. 6.—By the wind, single reefed top sails; Vernon started nearly three quarters of a mile, or six cables, her own given distance to the Revenge, in the wind's eye of the Barham; after tacking several times together, and a trial of eight hours, rate of

sailing between nine and ten knots, Vernon tacked and passed two cables' length to leeward of the Barham, which, when added to the six cables she started to windward, makes eight cables, better than three-quarters of a mile in the Barham's favour.

9th Trial, Dec. 7.—By the wind, fresh breezes, double reefed topsails, courses, jib, and reefed speaker (observed the Vernon at daylight setting up her lower stays); at 8. 30, started very well together, Vernon being three cables to windward of Barham, rate of sailing ten knots, inclination of the ships from four to six degrees by pendulum, (as taken from signal to Revenge); during the early part Barham was heading fast; at 9. 30, the weather clue of Barham's mizen topsail went, which split the sail to ribands, furled and unbent it; we asked the Commodore not to tack till another was bent, but the signal was made to tack, which, in a strong breeze, caused much delay in bending the new sail, having every thing ready on one side, and being obliged to shift over, and to tack without any after-sail to bring the ship to, as in these days of economy we are obliged to wear sails till they are rotten, and cannot be trusted. Barham was forty minutes without a mizen topsail; it was now blowing very strong; directly the new sail was bent the signal was made to tack again together, Barham's main sheets in stays got foul of the spare anchor, obliged to keep the mainsail shivering for ten minutes; which caused a visible loss, the ships being so close together. At 12. 30, the wind shifted two points in favour of the Barham, whose signal was made to tack: she passed exactly the same distance to leeward of the Vernon that she started, namely, three cables, and was going on with the race, when Vernon shortened sail, and signalized that her maintop-sail yard was sprung, which was a great pity, as had Vernon been obliged to tack again, she would have been put against the sea, as Barham then was; we also understand that orders were sent out, that should either ship lose a race from loss of spars, it would be given in favour of the one who proceeded with the race, being supposed to be the most serviceable ship. This was the strongest breeze the ships have been out in yet.

10th Trial, Dec. 8.—By the wind, all sail set, wearing instead of tacking. Barham had so decidedly the advantage this day, Revenge did not want the bearings and distance at the finish, it being about a mile and half in favour of the Barham, but made the signal of recall.

11th Trial.—Off the wind, a fresh breeze, rate of sailing from eight and a half to nine and a half, length of trial seven hours and a half, distance run 63 miles. There was scarcely any difference in this day's trial, it being about one quarter of a mile in favour of Barham, in this long run; all studding sails and royals set. Both ships beat Revenge as much in this as in every other trial.

12th Trial.—Bore away to leeward with Vernon, a fresh breeze at starting, double reefed top sails and small jib; but just after starting the wind died away and became variable; Vernon made the signal she was becalmed; Commodore made recall, and annulled sailing.

13th Trial.—A strong breeze from N. W. with a fine clear day; bore away to leeward per signal, in company with the Vernon; under treble reefed top-sails in her jib, and reefed spanker; an hour after starting much more moderate, out reels, up top-gallant yards, and set the sails with jib and spanker; Revenge made signal to tack frequently, and then Barham's signal to tack, when she passed to leeward of the Vernon and the recall was made. Why we were stopped in the middle of this race we cannot tell, and why Barham should always have the last tack we cannot account for; besides Vernon invariably started to windward, and a stern chase is a well known long chase. Vernon only gained two cables this day, Barham having to tack once more and to go against the sea, in crossing which makes a great difference. The same day after dinner, bore up for Malta, and started again, steering with wind a-beam, rate of sailing ten knots, no studding sails; after a three hours' run, ending exactly as we started; both ships beat the Revenge more than a mile an hour—distance run thirty miles.

This is a faithful account and one made on the spot.



The Barham's people are much pleased, the Vernons much disquieted. It ought to be a very good sailor sent out to try ships, and the Commodore should make the ships go far to leeward, and then let them chase him, for a small casualty in such a chase may be remedied.

**A VETERAN.**—There is now living at Knaresborough, an old pensioner, named Edward Day, upwards of one hundred years of age; he was a hatter by trade, and was in the employ of Mr. Francis Moore, the constable of Knaresborough, who was sent, in 1758, with a warrant to Lynn, to take Eugene Aram prisoner, for the murder of Daniel Clarke, and says that, on his master's return with the prisoner, he was the man who assisted Eugene Aram into the house, and dressed a sore on the arm for him. Soon after, Day enlisted for a soldier, and served nineteen years in the 20th regiment; he lost a leg and thigh in the American war when engaged with the Americans. Being a married man, his wife, hearing that he was wounded in the battle, went to search for him; a thunder-storm came on, and she was struck blind by a flash of lightning as she was opening the gate to enter the field in which her husband lay wounded. They were both taken to the hospital. Her sight was gone for ever, and she died at Knaresborough, about six or seven years ago. He has ever since used crutches, not having a sufficient stump left to fasten a wooden leg to, but quite sufficient to cause him much pain in windy and changeable weather. He remained in the Chelsea hospital from 1779 to 1793, when, at his own request, he became an out-pensioner, and has resided at Knaresborough ever since. His voice and appetite are tolerably good, but his sight and hearing fail him, and he is growing very feeble and helpless.—*York Chronicle.*

**FEMALE SAILORS.**—A correspondent writes thus:—Having seen lately in the public papers an account of a female sailor serving on board of a man-of-war, it may be interesting to our readers to learn that three females served and fought on board the Victory, in Lord Rodney's engagement with the French; they were discovered after the battle to be females, and were sent on shore at Lisbon, where they were clothed at the expense of the British factory there, to which Mr. Turner, formerly of this city, was then the treasurer; a collection was then made for them, which amounted to about 25 moidores. They were afterwards sent to Falmouth by one of the packets, and brought to their homes in this city. They belonged to the parish of St. Edmund, on the Bridge; one of them was blind of an eye, a very stout lusty woman; the others were short, but stout. They had served at the guns most valiantly during the whole of the engagement, and had not received any injury.

**NATIONAL DOCKS.**—The dock-yards cover nearly 500 acres with buildings and stores. Deptford dock-yard covers 30 acres, Woolwich 37, Chatham 90, Sheerness 50, Portsmouth 100, Plymouth 96, Pembroke 60. To build a 74 gun ship requires 18 men for three years, or 54 men for one year. The annual demand of timber for the Royal Navy of England in war is 60,000 loads, or 40,000 full grown trees, a ton each, of which 35 will stand on an acre; in peace 32,000 tons, or 42,000 loads. A 74 gun ship consumes 3,090 loads, or 2,000 tons, or 57 acres in a century.

At the court-martial lately held at Sheerness on Capt. Hope, the following dialogue took place between one of the witnesses and the Court:—"Are you a Catholic?" "No, sir." "Are you a Protestant?"—"No, sir." "What are you then?"—"Captain of the foretop."

**REDUCTIONS IN THE BRITISH ARMY.**—During the last year there has been a decrease in the officers of the British Army of—Generals, 6; Lieutenant-Generals, 7; Major-Generals, 9; Colonels, 10; Lieutenant-Colonels, 8; Majors, 27.

## DOMESTIC MISCELLANY.

GENERAL THOMAS NELSON,  
GOVERNOR OF VIRGINIA.

[From the *Custis Recollections and Private Memoirs of the Life and Character of Washington.*]

Among the patriots, statesmen, and soldiers that Virginia contributed to the Congress and armies of the Revolution, THOMAS NELSON will ever claim an elevated rank. Descended from ancient and highly respectable English ancestry, Gen. Nelson was educated in England, and was engaged, prior to the Revolution, in mercantile concerns, upon an extensive scale, at Yorktown, in Virginia, strange to say, at that period, the importing city for Philadelphia.

Upon the breaking out of the troubles, Nelson joined the cause of the Colonies. He was a man of large fortune, having many and valuable estates in different counties, particularly the county of Hanover. Greatly beloved in his native colony, he held a high and commanding influence among the people. He threw all into the scale of his country, in her struggle for the natural rights of mankind.

After the battle of Lexington, Virginia put forth all her strength in the Senate and in the field. The very elite of her statesmen had been sent to the Congress of 1774, while the pride of her chivalry took arms in the succeeding year. Among the illustrious names that composed the Virginia delegation to the Roman Senate of 1776, we find the name of Thomas Nelson, Jr. who affixed his signature to the Declaration of Independence on the ever-memorable 4th of July.

The state of society in the South in the olden time, was very different from that of modern days, under the Republic. Under the *ancient regime* there were but two orders in society—the rich and educated, and the poor. Hence, the higher classes, as they were then called, held a most material influence over those who were not so fortunately situated. Men of extensive personal influence over the minds of the people at large, were all-important to the cause of American liberty in the commencement and during the whole progress of the Revolution, with the view of diffusing and fostering the Whig spirit, in opposition to the powerful and ably directed efforts of the Tories.

It is well known to history, that the Commander-in-Chief spared, at a very critical period of the war, an active and valued officer, (Mifflin,) that he might exert his personal influence among the people of his native State, to recruit the wasted ranks of the army.

On his return to Virginia from serving in the Continental Congress, General Nelson exerted himself in keeping alive the spirit of the Revolution, often flagging from the severe disasters that had attended our arms. He was also actively employed in organizing a corps of Cavalry, in which young gentlemen of the first families served as volunteers. This corps he commanded up to the double invasion of 1781, when upon being elected Governor of the State, he took the command in chief of its militia.

The invasion of Arnold was more immediately predatory, but that of Cornwallis swept like a tempest through the devoted Commonwealth, already much weakened by her untiring exertions to sustain the army of Greene in the Carolinas, and to defend the many points of her territory, assailable by the attacks of the enemy's naval power.

The forces under Steuben, Lafayette, and subsequently Wayne, were too limited in point of numbers, and too much straitened for supplies of every sort to be able to check the victorious career of the enemy. Indeed, the resources of Virginia, great as they originally were, had been sadly reduced in the previous campaign by the capture of her veteran regiments on the surrender of Charleston, by the total discomfiture at Camden, but above all, by the enormous depreciation of the paper money; all which causes combined to elevate the hopes of the enemies, and cast a shadow over

those of the friends of American liberty. To such a wretched state of depreciation had the paper money arrived at this period, that, in numberless instances, persons were known to have concealed their horses and oxen in the woods and swamps rather than hire them to the transportation department of the army, when the hire was to be accounted for in Continental bills, which had become almost valueless.

Here the patriotic Nelson set a noble example; his crops were left to their fate, his ploughs left in the furrows, while the teams were harnessed to the cannon and munitions of war moving to the investment of Yorktown.

At the ever-memorable siege of Yorktown, Governor Nelson rendered important services in blockading the enemy previous to the arrival of the combined army and the fleets of France. It was on the venerable Lafayette's last visit to Mount Vernon that he related to the author of these memoirs a touching anecdote of Governor Nelson, which we shall give in the good General's own words: "I had just finished a battery," said the Nation's Guest, "mounted with heavy pieces; but before I opened on the town, I requested the attendance of the Governor of Virginia, not only as a compliment due to the Chief Magistrate of the State in which I was serving, but from his accurate knowledge of the localities of a place in which he had spent the greater part of his life. To what particular spot would your Excellency direct that we should point the cannon," I asked. 'There,' promptly replied the noble-minded, patriotic Nelson, 'to that house; it is mine, and is, now that the Secretary's is nearly knocked to pieces, the best one in the town; and there you will be almost certain to find Lord Cornwallis and the British head quarters. Fire upon it, my dear Marquis, and never spare a particle of my property so long as it affords a comfort or a shelter to the enemies of my country.' The Governor then rode away, leaving us all charmed with an instance of devotional patriotism that would have shed a lustre upon the purest ages of Grecian or Roman virtue."

Another anecdote we will present to our readers ere we close this brief memoir. "During the campaign of 1781, when the ruined state of the finances had caused every thing like hard money to have almost entirely disappeared, Nelson learned that an old Scotchman named R—, had a considerable sum in gold, which, like most other moneyed persons of that period, he kept carefully concealed. The Governor waited upon the man of gold, a *rara avis* in those times, and begged and prayed for a loan on behalf of the State. Sawney was inexorable, saying, 'I ken naething of your Government, but if ye wull ha the siller for yourself, General, de'il tak me but every bawbee of it is at your service.' Nelson accepted the offer, and obtained on his own bond, and by his own personal influence, a loan for the State of Virginia, when that prominent State had neither a coin in her treasury, nor credit to obtain one. The Governor clutched the gold, and quickly did its circulation give a new and cheering aspect to our destinies at that momentous period."

And now, it would be naturally asked, who paid the bond, and its accumulated interest? Posterity would answer, a grateful and admiring country, surely. Say, rather, the impoverished family of the patriot. This, with other facts of equal moment, caused the American author of these memoirs to blush for his country, when, during the triumph of Lafayette, and upon his last visit to Mount Vernon, the veteran introduced the subject of Nelson, spoke in the most ardent and enthusiastic terms of his gallant services, untiring patriotism, and his unexampled and devotional sacrifices for the cause of American Independence, and presumed that a grateful and admiring nation had long since rewarded the descendants of his old companion in arms, beloved and bosom friend.

It will be matter of interest to all future ages of the Republic, to learn who, of the many worthies that flourished in the age of Washington, were nearest to the

heart of the Pater Patriæ. All tradition will agree upon Greene and Robert Morris. But if they were in the heart's core of the Chief, as assuredly they were, Nelson, of Virginia, was at their side. Beloved in life, Washington showed his esteem for Nelson's memory by appointing the son, named after the sire, as one of the Secretaries to the first President of the United States, on the commencement of the Federal Government in 1789.

Such was Nelson, of Virginia, who, in the times that tried men's souls, pledged for his country in the Halls of her Independence, his life, and perilled it in her battlefields; pledged his fortune, and lavished it in his country's cause; pledged his sacred honor, and redeemed it by a life and actions honored among the most honored.

Such was a patriot, statesman, and soldier of the American Revolution, the admired of his countrymen, the beloved of Washington and Lafayette, whose respected descendants have appealed, in the name of the services and sacrifices of their ancestor, to the justice and magnanimity of a free, powerful, and prosperous empire.

An article in the American Magazine of useful and entertaining knowledge gives an interesting description of the business of ship-building in Massachusetts, particularly in Duxbury. The reputation of American vessels, for soundness, is similar to that of American captains for intelligence and trustworthiness. Mr. Slidell, in the American in England, mentions the respectable sober air of the American captains on 'change in London contrasted with the appearance of the English. A similar contrast is noticed in all the ports of the world, and it may be safely asserted that the captains and officers of our merchant-men contribute largely to impress foreign nations most favorably as to the intelligence and substantial worth of the American people. In a great many instances they are part owners of the vessels they command. To the same circumstance may probably in some degree be ascribed the excellence of the New England vessels. In Duxbury, a town of less than three-thousand inhabitants, there are one hundred and ten ship-masters, and forty mates, with a large number of hardy and sober seamen. In the last ten years there have been built in this one town thirty-three ships, forty-seven brigs, forty-three schooners and several sloops, amounting in all to twenty-eight thousand four hundred tons. The rate of insurance shows the estimation in which their vessels are held. They are built of pasture oak, much of which is brought twenty miles in teams.—*Baltimore American*.

**NARROW ESCAPE.**—We learn from a correspondent of the Boston Traveller, that while the Delaware was off Cape de Gatt, bound home, an accident occurred which well nigh proved destructive to ship and crew; they had been shifting powder in the magazine, and the bucket which contained the sweepings, was placed on deck;—snuffing the bull's eye, an unextinguished spark accidentally fell among the powder in the bucket, which instantly exploded, and killed the quarter gunner on the spot. The magazine was immediately flooded, or drowned, as they term it. Thus, by a hair breadth escape, nine hundred souls were rescued from a swift and terrible death.—*Albany Daily Advertiser*.

We were pained and mortified, on perceiving the other day in Chestnut street, some of the silver plate belonging to the late Commodore Decatur, exposed for public sale in a jeweller's shop. One piece was large and beautiful; and an inscription upon it, set forth that it was presented to the Commodore by the citizens of Baltimore. Is it not shameful, that this humiliating sale should be rendered necessary by the surviving relatives of that gallant officer? Why cannot Congress grant a tribute from the swelling treasury of the nation, for the benefit of those who were near and dear to one of its brave defenders. Must it still be said that republics are always ungrateful.—*Philadelphia Gazette*.



## DOMESTIC INTELLIGENCE.

## SEMINOLE CAMPAIGN.

SAVANNAH, Feb. 18.

We understand that there will be in Florida, in all this month, an army of between four and five thousand men, viz: from Georgia, two regiments or one brigade, of 1480 men, about one half mounted; alike force, mounted and foot, from South Carolina; a regiment of foot, (740 men) from Alabama, and say 900 regulars including 100 dragoon recruits expected from New York.

This force is exclusive of the gallant volunteers, who, some weeks ago hastened from Savannah and Charleston, for the special defence of Picolata and St. Augustine, and who will probably soon be honorably discharged.

We learn that no detachments have been called for from Florida or Louisiana, although it is reported, that a force of some 700 men have arrived at Tampa Bay and Pensacola, from New Orleans; and it is known that the Governor of Florida has, in the field, perhaps 4 or 500 men. The latter force will probably be held for the immediate defence of the settlements of the Territory nearest the theatre of active operations.

A fourth of the Georgia quota (foot) is already at Picolata; another fourth (mounted) will be there by the 20th inst. and the remainder, (mounted and foot) by the end of the month.

A regiment of South Carolina foot (under Col. Brisbane) must have reached St. Augustine, from Charleston, on the 14th or 15th inst. and her regiment of mounted men, under Col. Goodwin, will cross the Savannah at Sister's Ferry, above this, in all the present week.

The Alabama regiment, it is said, will rendezvous at Mobile, to sail thence to Tampa Bay, where it will find three companies of regulars, and perhaps, a detachment from New Orleans, volunteers or regulars. Col. Lindsay, of the Army, it is said, will command all the forces which may assemble at Tampa, and effect thence a junction with the main Army.

Of the 900 regulars, three companies are reported to be locked up in the ice of the Chesapeake, and the dragoon recruits from N. York, had not sailed at the date of our last advices. Horses purchased for them at St. Augusta, await them at this place.

The South Carolina brigade is to be commanded by Brigadier General Bull, who is here. We have not learned what general has been detailed for the command of the Georgia brigade, nor the names of the Georgia Colonels.

Brigadier General Eustis, of the U. S. A. probably arrived at St. Augustine on the 15th inst. and Brigadier General Clinch remains at Fort Drane or Fort King. Those posts have been succored and are considered as secure.

Major General Scott, the General in-Chief, with his staff, is expected to sail hence, in the first vessel, for Picolata. He will arrive ahead of three-fifths of his forces, and has been detained here a week in directing their movements and in causing the supplies to be forwarded which will be required in the field.

The best information we have received, represents the enemy's forces at 3000 armed men, and mostly mounted.—*Georgian*.

SAVANNAH, Feb. 26.

**MORE TROOPS FOR FLORIDA.**—Ninety U. S. Dragoons arrived yesterday in the ship John Taylor from New York. They are commanded by Capt. Wharton, U. S. A.; Lieuts. Wheelock and Beall are the other officers.—*Georgian*.

## HEAD QUARTERS.

Left Wing Army of Florida, }  
ST. AUGUSTINE, Feb. 18, 1836. }

## ORDERS:

The services of the four companies of volunteers from Charleston and Hamburg, being no longer deemed

necessary for the protection of St. Augustine, they will be mustered for discharge, and will embark for Charleston in the transports provided for them.

The gratitude of the country is due to this gallant band. Brig. Gen. Eustis tenders his sincere thanks for their services, and best wishes for their safe and happy return to their homes.

By order of Brig. Gen. EUSTIS,

J. H. PRENTISS, A. A. Adj. Gen.

MOBILE, Feb. 22.

Captain B. Vincent, who went a few days since with his steamboat, the Watchman, from New Orleans to Tampa Bay, to convey the troops from that city, writes from Pensacola by yesterday's mail, as follows:

"I have no news particular from Tampa—the army left that place on the 14th inst. about 1000 strong, under the command of Gen. Gaines, and in fine spirits, leaving Major Sands in command of Fort Brooke, with about 150 effective men, strongly picketed. They did hold three of the hostile Indians prisoners, one of whom attempted to escape the morning after our arrival, and was shot. We had no news further from the army, when I left, on the evening of the 16th instant."—*Mer. Adv.*

By a communication received at the Adjutant General's Office from Major General Scott, dated the 22d of February, it appears that he arrived at Picolata, Florida, the day previous, where he found the 1st battalion of Georgia foot in position. He reports the 1st battalion of Georgia mounted men on the south side of the St. Mary's river, and that the 2d mounted battalion had most probably commenced its march from the interior of Georgia. The head company of the South Carolina mounted regiment had reached the Ogechee. The regiment of foot from that State, under Colonel Brisbane, was at St. Augustine. General Scott received a dispatch from Brigadier General Clinch, dated 20th of February, with a return of the troops under his command at Fort Drane and its vicinity, dated the 17th. This force consisted of 523 men, including volunteers. Brigadier General Clinch states that on the arrival of Colonel Lindsay at Fort Brooke, Tampa Bay, with the Alabama regiment, Major General Gaines will have at that place near 2,200 men, and about 100 friendly Indians.—*Globe Mar. 7.*

In noticing the military intelligence from Florida, in yesterday's paper, we omitted to state the present computed force of the hostile Indians. In his report of the 20th of February, to Major General Scott, General Clinch states the force to be about one thousand five hundred warriors, and two or three hundred negroes, and that he believes the principal part of it to be concentrated on the Outhlacoochee, thirty-five or forty miles from Fort Drane.—*Ibid. Mar. 8.*

The Steam Boat Watchman, Capt. Vincent, arrived here yesterday morning from Tampa Bay. She left Tampa on Wednesday, but brings no news of consequence, concerning the Indian War. On Tuesday last, the Troops to the number of 1030 under command of Gen. Gaines, left Cantonment Brooke, in pursuit of the enemy, it having been ascertained that a considerable force had assembled near Tampa. Capt. Vincent reports that on the day of his departure, some firing was heard in the direction of the line of march of the whites. Seventy friendly Indians are with Gen. Gaines' command. They have been placed under the direction of Capt. Saunders, formerly Sutler of the Troops at Tampa Bay. Capt. V. further informs, that a few days before he sailed, three hostile Indians had been captured—one of them believed to be a spy. He came to cantonment Brooke pretending to be drunk. When he found that his device would not avail him, he attempted to make his escape and was killed.

The sloop of war Vandalia is still lying at Tampa, and will remain there so long as there is any use for the services of the marines, now on duty at the canton-

ment, where Col. Twiggs of the army, is in command.  
—*Pensacola Gazette, Feb. 20.*

**TRIAL OF COL. PARISH,**  
FOR KILLING LIEUTENANT WARD.  
*From the Pensacola Gazette, Feb. 20.*

It is with great pleasure that we learn that a court of Inquiry ordered by Gen. Clinch at the instance of Col. Parish at Fort King, have unanimously acquitted Col. P. of all improper conduct in the unhappy occurrence which caused the death of Lieut. Ward. We have examined the proceedings and testimony of the court, and are satisfied that the shooting of Lieut. Ward was a melancholy, painful necessity, imposed on Col. P. not only by the rules of military discipline but by a still higher principle of self preservation. He ordered Lieut. Ward to be arrested; Lieut. W. resisted the order—used offensive language to Col. Parish, and armed with three pistols, one of them cocked and presented, stood out in open defiance, and declared that he would shoot down the first man who attempted to execute the order. Much of the testimony goes to shew that Lieut. W. was in the act of presenting his pistol at Col. Parish when the latter shot him. We are informed that much excitement against Col. Parish, exists about Tallahassee, but there can be no doubt that so soon as the facts are made known, the excitement will give way to unqualified approbation of his conduct. In the bereavement which the family of Mr. Ward has suffered, all must sympathise; and none, we feel assured, from a knowledge of Col. Parish, will sympathise with them more deeply than he. The deceased was a brother of George Ward Esq. of Tallahassee.

The following is the finding of the Court of Inquiry. 'The Court having patiently and carefully examined all the witnesses who were named to them, and investigated fully the causes which led to the death of Lieutenant WILLIAM WARD, of Volunteers; proceed in obedience to the order instituting the court to give its opinion thereon.

The court is of the UNANIMOUS opinion that Lieutenant William Ward was killed by Col. R. C. Parish; the said Col. Parish being in the legal execution of his office; and that he is fully justified, from the circumstance of the case, in doing so.

It would be impossible to conceive a case which would more entirely justify an officer in command, in taking the law into his own hands. His legal and necessary authority as commanding officer, was defied and resisted; he took the usual and legal military means to repress resistance by ordering the arrest and confinement of Lieutenant Ward, his seizure and disarming repeatedly: no one would obey his order. He was obliged, therefore, to execute the order himself, and in doing so his conduct is fully justified in the opinion of the court.

C. M. THRUSTON,  
*Captain 3d Artillery,*  
President.

HORACE BROOKS,  
*Bvt. 2d Lieut. and Recorder.*

**LATE FROM FORT KING VIA PICOLATA.**—We learn from Lieut. Ruggles, U. S. A., who arrived yesterday from Picolata, that Capt. Gates reached that post on Friday last, from Fort King, which post he left on the 16th or 17th—that he reports that no volunteers had, at that time, joined Gen. Clinch, except the Richmond Blues, Capt. Robertson, and the volunteers from Camden, Glynn, Chatham and McIntosh, under the command of captains Floyd and Bryan—that nothing of interest had occurred there. Our Georgia volunteers were all well.—*Savannah Georgian.*

Capt. Bones, with the Richmond Hussars, (dismounted) was to take up the line of march on Sunday last for Fort King, as an escort to a train of wagons sent from Fort King under Capt. Gates.

The battalion of volunteers from Macon, &c. under the command of Major Cooper, was still encamped at Picolata on Saturday last (when Lieut. R. left) waiting

(it is presumed) orders from General Scott, who had not then arrived there, but has doubtless reached it ere this. The two companies of U. S. troops commanded by Capt. Merchant and Lieut. Irwin, were still at Picolata.—*Ibid.*

Capt. Gatewood, of the U. S. Revenue Cutter Morris, has made an interesting Report to the Collector of Portland, of his cruise upon the eastern coast during the late severe weather, in which he encountered many dangers, but was finally delivered from the perils of the rocks, waves and winds in safety. Speaking of the eastern shore, the Captain says— "The dangers on the *eastern shore* of this coast, extend to the extreme limits and jurisdiction of the cruising ground assigned to the Morris, from Cape Elizabeth to Mount Desert, a distance of about 40 leagues, and the numerous rocks which intercept a free navigation, lie concealed beneath a foaming surf, whose towering waves would instantly crush, and dash to peices, the stoniest specimen of naval architecture.

"It is astonishing that on a coast so much frequented, and so liable to fatal shipwrecks, there are no sailing directions to be had, which can be relied upon, and the *eye*, assisted by judgment and discretion, is the only guide which can direct the mariner, in the responsibility attached to the command of a vessel, with the valuable lives confided to his care and protection."

The Captain says that it has been too cold to smuggle; he thinks the severity of the climate sufficient to protect the government against frauds of this nature in the winter season.—*Boston Statesman.*

**SELECTED POETRY.**

*From the Norfolk Beacon.*

**THE GALLANT MARINE.**

BY FERDINAND JEFFERSON.

AIR—*The Humours of Glenn.*

In the far distant clime and upon the rude ocean,  
There's one who the tempest and battle will brave,  
Who feels for his country a sacred devotion,  
And ever will cherish her cause on the wave.  
From kindred and home, and the bright smile of beauty,  
He wanders through many a varying scene:  
But valiant in war and unflinching in duty,  
He's honored and known as the Gallant Marine.

When purple-hued Phœbus hath sunk o'er the billow,  
And the stars are all mustered in heaven's domain.  
A sentinel 'reft of his hammock and pillow.  
'Tis he that must law and good order maintain;  
His vigilant eye must the peril discover;  
His voice must proclaim when the foeman is seen;  
And the wearied may rest, when their labours are over,  
Secure in the guard of the gallant Marine.

To war! be the theme, let the trumpet be sounded,  
Far, far speeds the ship on her watery way,  
The cheers of the brave and the shrieks of the wounded  
Denote that the foe are in dreadful array.  
The cannon's loud roar in the tumult is swelling,  
The flag of Columbia triumphant is seen—  
When lo! the sulphurous vapours dispelling,  
Discover the form of the Gallant Marine.

And then when the olive and laurel entwining,  
Bring honour and peace to the warrior's home,  
'Tis sooth, as he feels that his years are declining,  
To settle in quiet no longer to roam;  
But long be his actions remembered in story,  
His virtues be kept in our memories green;  
Let poesy tell of his worth and his glory,  
And hallow the name of the Gallant Marine.



**WASHINGTON CITY;**  
**THURSDAY,.....MARCH 10, 1836.**

To CORRESPONDENTS.—“Blakely” and “Justitia,” shall appear next week.

We decline publishing the communication of “Subaltern,” in reply to our remarks of the 4th ult. It is useless to prolong a discussion, which it is plainly to be perceived would end in convincing neither party of his having been in the wrong. We have not the slightest disposition to recriminate, but could not permit the insinuations of “Subaltern,” to go forth without accompanying them with stronger language than we wish to apply. We have acted solely on the defensive, and intend to preserve that attitude.

If “Subaltern,” or any other correspondent, has any thing to say in relation to the pay of the army, our columns are open to him; but we can find more useful and interesting matter with which to fill them than such as “Subaltern” and “O P Q” last favored us with.

**LATEST FROM FORT KING.**—We are informed that despatches were received yesterday at the Adjutant General’s office, from Gen. Gaines, mentioning his arrival at Fort King with the troops under his command. They passed over the ground where the lamented Major Dade and his companions were slaughtered, counted and buried the dead; the number found on the field confirms the previous accounts that the three who made their way, wounded, to Fort Brooke, were all who escaped. Nearly all the bodies were scalped.

Thus vanishes the remaining spark of hope, if any were left, that some few might have been taken prisoners, or eluded the savage butchery.

The U. S. frigate *Columbia* was launched yesterday, about 12 o’clock, from the navy yard in this city, in beautiful style; she is pierced for 64 guns.

We have heard it mentioned that the *Columbia* will soon be fitted for sea, as the flag ship on the Brazilian station. We know not, however, what are the intentions of the Department in this respect.

**NAVAL MAGAZINE**—No. 1, Vol. 1—*New York*: We have received the first number of this work, published by the United States Naval Lyceum, and which would have appeared much sooner, but for the great calamity which occurred in Dec. and involved the publication office, in the course of its ravages.

The contents of this number justify the opinion which we have before expressed, (and which in fact never could have been doubted) that the officers of our Navy possess the most abundant means and ability to render such a work valuable; and we shall rejoice if the success of the Magazine should prove that they have found an acceptable medium through which to favor the public with the results of their labors and observations.

Although it was not our good fortune to secure that extent of coöperation, which we aimed at, and which was needed to sustain a similar work, we are not so selfish as to envy others their better success.

We have barely room and time, at present, to acknowledge the receipt of the Magazine, and must postpone a more particular notice for a week or two.

**AMERICAN MONTHLY MAGAZINE**—*New York, G. DEARBORN*—*Boston, E. R. BROADERS*. We have had for several days in our possession the numbers of this work for January and February, waiting for that rare occurrence in an editor’s life—a leisure moment, to examine them. We have now the March number, issued with commendable promptitude, and in its usual style of mechanical excellence.

The American Monthly sustains a high character for its literary contents, and judging from the glance at the table of contents of the numbers before us and the rapid perusal of one or two articles, it is well deserved.

There are many officers in our services who are good belles lettres scholars and advocates of polite literature. To them and to all others, the American Monthly may be safely commended for its intrinsic excellence.

The British brig of war *Wanderer*, Captain Dilbo, arrived at Annapolis on Thursday last, having on board Mr. Fox, the newly appointed British Minister at Washington. The wanderer left at Rio the U. S. ship *Ontario*.

Major Gen. SCOTT and Staff left Savannah on the 20th ult. in the steam boat *Etiwan*, and arrived at Pico-lata on the 22d.

Major GATES and his command left Savannah on the 27th ult. in a steam boat for Florida.

Major J. B. Brant, Quarter-Master U. S. A. at St. Louis, Mo., has given notice that he will receive proposals, until the 23d Feb. for the service of two light draught steamboats, to be employed in the transportation of the U. S. troops from Jefferson Barracks to Natchitoches, on Red River, La. The commissioned officers are to be furnished with the usual cabin accommodations. Total number of passengers of all grades from 477 to 557—with baggage, subsistence, &c. &c.—Each steamboat is to be accompanied with a good keel boat or barge; and they are to be in readiness to depart on the 25th February.

#### ARRIVALS IN WASHINGTON.

March 2—Lieut. E. S. Sibley, 1st Arty., Mr. Larned’s.  
 3—Capt. P. St. G. Cooke, Dragoons, Mrs. McPherson’s.  
 4—Capt. H. A. Thompson, 4th Arty., Gen. Gratiot’s.  
 “ Paymaster C. Mapes, Gadsby’s.  
 7—Lieut. G. W. Morell, Eng. Corps, do.

#### COMMUNICATIONS.

##### NEW INFANTRY TACTICS.

No. VI.

The REPORT on the new French Tactics thus proceeds:

“TITLE V.—EVOLUTIONS OF THE LINE.

“PART SECOND.

“ART. 3. To play the line into close column, or mass.

“The ployments are here presented in the same order as in the School of the Battalion. We have preserved the principles of the Ordinance, but have made certain changes in the means of execution.

“The subordinate battalions, instead of plying themselves while marching, as the Ordinance prescribes, and taking half steps until all the divisions are abreast with the directing one, each executes its formation from a halt, and it is only when a battalion has formed the close column that it puts itself in march to take its place in the general column. The manner, which requires no more time than that of the Ordinance, is more regular and much the most safe.

## "PART THIRD.

"ART. 5. To close the column to half distance or in mass.

"This movement, as in the School of the Battalion, is executed on the head or on the rear of the column, and yet more advantageously on an interior battalion, which different manners give the facility of placing the column by a single movement, on the ground to be occupied in line.

"ART. 8. To change direction in column closed in mass, marching.

"The means given for changing the direction of a column of one battalion, closed in mass, while marching, cannot be employed when such column consists of several battalions. In this case we cause the movement to be executed as follows:—

"If the head of the column has arrived at the point where it is to change direction, we cause to be taken, by the head of the column, the distance of forty paces between the battalions, and then each executes its movement as if it were alone. The first battalion, after having wheeled, prolongs itself on the new direction until it has marched a distance sufficient to contain the general column in mass; it then halts; the other battalions close on the first, and when the last has closed, the column resumes the march.

"If the point of change be not in the direction followed by the column, and is yet at some distance, the change of direction is executed as follows: the leading guide, instead of marching directly upon the point of change, executes successive slight changes of direction which bring him nearer and nearer to that point, so that, when he reaches it, his division, which conforms itself to his movement, is found in a direction perpendicular, or nearly so, to that the column ought to follow, and this without obliging the division to lengthen, except slightly, the step. Each following guide marching exactly in the trace of the preceding one, and the divisions, conforming themselves to the movements of their guides, the change of direction is successively effected.

"This change of direction [see plate 40] much prompter than the preceding one, which itself is more so than that of the Ordinance, is also the easier; it gives the means of marching a closed column, whatever its depth, in any direction, without retarding its advance; and to execute it, it is only necessary to choose well the intermediate points for the direction of the leading guide, and to accustom the divisions to conform themselves by degrees to the movements of their guides. We have the conviction, founded on numerous experiments, that when officers and sergeants shall be made to comprehend fully the mechanism of this movement, which is founded on the march in column [see No. 934] it will be executed with as much facility as the simplest movements of the Ordinance.

## "PART FOURTH.

"ART. 5. Columns closed in mass: deployments.

"We have followed, under this head, the general principles of the Ordinance. We first deploy the column by battalion in mass, unless the want of depth renders this intermediate movement unnecessary. Deployments by mass are made according to the principles prescribed by the School of the Battalion for ordinary deployments, except that the battalions placed in the rear of the directing one, instead of halting when they are unmasked, face to the left or right, in marching, in order to bring themselves on the line of battle.

"The Ordinance fixes at six paces the interval between battalions deployed in mass. We have extended this interval to twenty-two [American] paces, as between battalions deployed into line. This new disposition gives the means of causing a line of battalions, in masses, to move in all directions, and facilitates the deployment of the masses, because an interval of twenty-two paces is sufficiently great not to be filled up by the almost inevitable elongation of divisions marching by the flank.

"The Ordinance does not permit the establishing of the line of battle on any other than the leading battalion. Yet when the column is deep it is sometimes desirable

to establish the line on an interior battalion. The Commission has provided for this case, although not a frequent one, and it has prescribed for it the following rules:—the portion of the column, in front of the line of battle, faces by the rear rank [rear rank leading] and deploys itself in that order as if it were faced by the front rank; the battalions, as they successively arrive, cross the line of battle, and when past it, each halts, and faces by the front rank."

Note. In the third volume of the New American Tactics, in an evolution under this head—paragraph No. 2071, it is said—"all the battalions, in front of the sixth, will face to the left." This is evidently a typographical error. The single word *except* ought to be in the place of "in front of," as in the copies printed for the House of Representatives.

"Deployments faced to the left and to the right.

"The means indicated in the Ordinance for the execution of these formations, which consist in causing the whole column to change direction by the flank, and then deploying it, have the advantage of being applicable to all cases; but they are, at the same time, of a most inconvenient length. Those which the Commission substitute are safer, and require much less time. They are as follows: the masses open out from each other to division distance and — paces [see No. 2101] and then each changes direction by the flank. This movement ended, the column stands deployed, by battalion in mass, faced to the left or right, with intervals of twenty-two paces between the masses.

"If the column, having the right in front, is to be deployed faced to the left, it changes direction by the right flank; if it is to be faced to the right, it changes direction by the left flank; but, in this second case, the battalions will find themselves in the inverted order. This is an inconvenience; but it is so much the less, as the masses may be deployed, each in the direct order.

"Movements which may be executed by a line of battalions in masses.

"This part of the Ordinance is incomplete. It is confined to prescribing rules for marching the line in advance. The Commission has filled up this chasm, and given the means of marching a line of battalions, in masses, in every direction.

"To advance in line.

"This movement, as in the Ordinance, we subject to the rules of march in line of battle deployed; but we have changed several of the means of execution.

"We have thought that, although a line of battalions, in masses, has but rarely great distances to pass over, yet it was necessary that all the battalions should be strictly subordinate to the march of the directing battalion. Accordingly, instead of causing those battalions, as indicated in the Ordinance, to march as if each were isolated, we have, in this respect, prescribed the following rules:—

"The directing battalion being designated, its right or left general guide (according as the right or left may be in front) is charged with giving the direction; to this end, he throws himself six paces in front of the guides, is correctly assured on the perpendicular, and conforms himself, in marching, to what is prescribed for the colour-bearer of a deployed battalion. The subordinate battalions regulate themselves on the directing one, both in respect to the alignment and the preservation of intervals, and they take the guide on the side of direction, instead of in the centre, as the Ordinance prescribes.

"The line marching in advance, to cause it to change a direction.

"The battalion on which the movement is made, executes it by a wheel in mass to the right or left. In the other battalions, the leading guide, successively and insensibly, advances the shoulder opposite to the direction, so as to cause his battalion to arrive on the line perpendicularly.

"To change direction of the line marching in retreat.

"This movement is executed according to the same principles as in the march in advance, with this single difference—the battalions face by the rear rank, because



it would not be as easy to direct them if their leading divisions were masked by file closers.

*"To break the line, formed by battalion in mass, and to re-form the column into line."*

"To break the line, we cause each battalion to change direction by the left or right flank, according as it may be intended to march the line to the right or left; and, to re-form the column into line, we cause each battalion to execute a change of direction to the opposite side.

"The column, formed by battalion in mass, takes, when in march, the guide on the side to which it ought to form line of battle—that is, on the right, if the right be in front, and on the left, if the left be in front; the lieutenant colonel of each battalion looks to, pending the march, the preservation of the distance between his battalion and that which precedes it, and when the column has to change direction, each battalion executes this movement by a wheel in mass.

"A column, thus formed, has, as is seen, all the mobility of an ordinary column at half distance, and in thus breaking the line, we may march it in any direction that may be desired—more easily and safely than by marching it by the flank.

*"To ploy the line of masses into general column, closed in mass."*

"This movement is introduced as the complement of the movements which may be executed by a line of battalions in mass. It cannot be executed according to the principles for ordinary ployments, because the interval between battalions being about equal to their depth, they cannot march diagonally towards the points of entrance into the general column; they are consequently obliged to march perpendicularly to the front or the rear, till up with the points of entrance, and then to take their places in column, by facing to the left or right, in marching.

#### *"Inversions."*

"The rules given in the School of the Battalion for formations in the inverse order, not being applicable to battalions which are inverted in respect to each other, whilst the subdivisions of each are in the direct order, and the case being liable to occur often, the Commission has deemed it a duty to indicate the manner of *breaking* and *ploying* a line thus formed, so as to replace the battalions in the direct order in respect to each other. In the first case (*breaking*) each battalion breaks to the right to march to the left, or the reverse; and when broken, all the battalions are put into march by the same command; in this way, the column finds itself formed in the direct order as soon as the last subdivision of each battalion arrives on the new direction. In the second case (*ploying*) the directing battalion ploys itself on an interior division, right or left in front; each of the other battalions ploys itself on the subdivision the nearest to the directing battalion in the same order as the latter, and then marches to take its place in the general column.

#### *"PART FIFTH."*

*"ART. 7. March in line of battle of a line of battalions in columns, with deploying intervals."*

"The march in line of battle of many battalions deployed, is attended with great difficulties, particularly among obstacles, and over broken grounds. The battalions, encountering obstacles, cannot preserve their alignment, nor regularity of advance; they are necessarily delayed if the obstacles frequently present themselves, and in consequence of such delays, the line may be forced to halt. These inconveniences may be avoided, by, before commencing the movement, causing each battalion to ploy itself into column, and prescribing that it shall, pending the march, preserve, on the side of the directing battalion, the interval necessary for deploying. Battalions, formed into columns, turn obstacles with ease, and then may readily bring themselves again on the general alignment by accelerating the pace. If, in returning, they find that they have lost their intervals, these may as easily be regained by causing the leading guide, of each, to advance insensibly the proper shoulder. Such are the advantages which have induced the Commission to adopt this order of march, and which has

long been in use in the army. The numerous trials which have been made of it, leave no doubt as to its advantages, nor on the practicability of preserving intervals with exactness, independent of the better experience of war.

"To take this order, the battalions may be formed into columns in either of the several manners; but the double column, by battalion, appears to be entitled to the preference: 1. It is more promptly formed and deployed than any other; 2. It can commence firing in the act of deploying; 3. It is prepared to form square; 4. It can, like the simple column, form line of battle faced to the right or left.

"A line of battalions formed into columns, as above, marches in advance or retreat according to the rules prescribed for a line of battalions in masses, except that the direction is traced in front of each battalion.

"This line also changes direction advancing and retreating according to the same principles; but as the battalions are separated by intervals much wider, mounted officers, as in the formations *forward* and *faced to the rear*, throw themselves on the new line to mark the points of arrival for the subordinate battalions.

*"ARTS. 4 and 7 of the Ordinance of 1791 [and the old American books.] To fire advancing and retiring."*

"The Commission has suppressed the fires advancing and retreating, because they can be of no use in war. The odd and even battalions fire at intervals too great, from each other, for effect. If advancing, as the line marches in common time, the enemy, who retreats in quick, will soon be beyond the reach of our fire. If, on the contrary, we march in retreat, our fire will not arrest him, and in this case, it will be preferable, instead of retiring in common time, to gain promptly a position whence he may be successfully resisted.

"By covering the line with skirmishers we obtain a more effective fire than that of the battalions, and, under such cover, the line may advance or retreat in the order, and at the rate of march, which may be judged the best.

#### *"ART. 8. Passage of defiles in front."*

"When the defile is in front of a battalion, the Ordinance prescribes that it shall be passed by the centre of this battalion. This disposition establishes two orders in the column, and leaves the commander no mode of deploying the masses but on the leading subdivision. To avoid this double inconvenience, the Commission causes the defile to be passed in every case, by a wing of each of the two battalions which are the nearest to the defile. In this way, the column finds itself formed of two simple columns, which may be deployed on any subdivision desired, and which may even act separately on issuing from the defile.

"When the column passes the defile, the Ordinance prescribes that it shall in its whole depth, close in mass, before deploying. In our *projet*, each battalion, as it successively passes, moves up to the line of battle and closes in mass as it arrives. By this means, the column deploys itself by battalion, in mass, with the greatest promptitude, and the masses may then be deployed as soon as the battalion, on which the movements ought to be made, is established on the line and has closed. If in this case, there be yet battalions in the defile, they break off, in coming out, by a wheel to the right or left, prolong themselves behind the line, and form upon it, *on the left* and *on the right* into line of battle in connexion with the battalions already deployed. In this way, the line is re-formed in front of the defile on any subdivision found the most convenient, and with the utmost promptitude, because the movement of the column has not been arrested for a single instant.

"The Ordinance prescribes that the defile shall be passed in double column, even if it be not wide enough to contain the two platoons united; because, in this case, it provides for a diminution of front by breaking off files. The Commission has thought that, however advantageous the double column in passing defiles, it is preferable, in the supposition made, to pass in simple column, by the right or left; because, by employing the

means indicated in the Ordinance for diminishing front, the movement becomes too much complicated—whence confusion and disorder might result, and under the most critical circumstances.

*"ART. 9. To pass a defile in retreat.*

"The example given in the Ordinance supposes that the line, after passing the defile, ought to be re-formed to the rear in a position absolutely like that which it had occupied in front. As a contrary formation may often be necessary, we have given rules for re-forming the line in rear of the defile, so as to place to its right, for example, a battalion more than the right had in front of the defile.

"This movement is executed without arresting the march of the two columns for an instant. The left column halts and forms itself to the left into line of battle as soon as its leading subdivision is at company-distance from the point of rest for the left. The battalion of the left column, which has to form to the right of the defile, instead of following the movement of this column, marches straight forward, closes in mass as it halts, counter-marches, and deploys.

"The right column, which has continued to march, halts when its last subdivision has passed (by the front of a company) the point where the left of its last battalion is to rest in line; this column then countermarches, and is formed into line on the alignment of the other battalions.

*"ART. 10. Changes of front.*

"The means indicated in the Ordinance for causing a single line of many battalions to change front, are simple and prompt, but not sufficiently safe; for, although the subordinate battalions are in echellons, their formation is but poorly calculated to resist cavalry, if charged pending the march, and their position does not permit them to form promptly into full line, should that be necessary (to meet infantry) before the end of the movement.

"The manœuvre, substituted by the Commission, is thus executed: the directing battalion, as soon as it has received the orders of the general-in-chief, changes front in the manner given, School of the Battalion. The subordinate battalions play themselves into double columns at company-distance, march diagonally towards the new line of battle, close in mass, on arriving, and deploy themselves. If the change of front be to the rear, the subordinate battalions after being played as above, face by the rear rank, march to the line of battle, cross it, and when at the depth of a battalion in mass and three paces beyond, they are closed in mass, faced by the front rank and deployed.

"This movement, equally prompt with that of the Ordinance, is, as is seen, much the safer: the battalions, played into double columns, finding themselves naturally in echellons, whilst marching towards the new line, may readily form squares; and if obliged to form themselves into full line, before the end of the general movement, it is easy for them to take the necessary deploying intervals.

*"Changes of front of two lines.*

"In changing the front of two lines, the first always executing its movement as if alone, what is about to be said is only applicable to the second.

"The sole advantage presented by the manner of changing front in the Ordinance, consists in the simplicity of the means of execution; but as that manner is entirely founded on the inadmissible supposition that the distance between the two lines ought always to be equal to the front of a battalion and twenty-two [American] paces; and as that distance, already too small, is rendered still less in the oblique changes of front—the Commission, without dwelling on other inconveniences, has remoulded the manœuvre on new bases which permit its application to any case that may present itself in war, and in that view, the following principles are laid down:—

"1st. When two lines are placed, one behind the other, the position of the second is always subordinate

to that of the first; thus, when the first line executes a change of front, the second ought to take such new position in the rear as may correspond with the views of the general-in-chief.

"2d. The distance between the two lines cannot be absolutely determined; but it ought to be sufficient to prevent the second from being incommoded by the fire of musketry.

"3d. The direction of the second line may be either parallel or oblique to that of the first; and that line may be so disposed as to make its battalions correspond with those of the first; and again, it may outflank the first line, at either wing, by any number of companies or battalions deemed necessary.

"The manœuvre which we have substituted for that of the Ordinance, and which exactly complies with the conditions given above, is effected by the union of two movements. The portion of the line on the side of the movement, breaks by company to the left or right, and formed into one column, it marches towards the new line of battle, prolongs itself on that line, and forms upon it to the right or left. In the other portion of the line, each battalion plays itself into double column, at company-distance; marches towards the new position by the means indicated for the change of front of a single line, and is then deployed in connexion with the battalions which broke by company.

"It is certainly to be desired, with a view to greater simplicity, that all the battalions of the second line should be made to change front by the same means; but as the movements to be executed by the two portions of this line are determined with precision by the position of the lines, in respect to each other, no error can be committed; besides, the advantages to be derived from this manœuvre, as have been shown, more than compensate this slight inconvenience."

HINDMAN.

## THE NAVY.

In giving the result of the following calculations, we must premise, and that with great deference to the opinions of others, that we believe the subject of a navy has been but little examined into (since we have pretended to have one) by those who feel the greatest interest in it. We have reposed ourselves on the brilliancy of our actions and laurels won some twenty years since, contenting ourselves with thinking that the country was in possession of an efficient navy.

We are not one of those who believe the navy has deteriorated, but on the contrary that much has been accomplished in overcoming difficulties, and preparing the way for what must come sooner or later—we mean a well regulated naval establishment. It is needless to say we have none now; the truth has become of late too evident to question it; the fault lies in no particular branch of the service, but beyond the reach of its officers. It is not necessary to enquire where, when, or how it has originated; we are satisfied that it exists, and we are content to believe that every man has done his duty. Thus it has become evident that our navy is not what it should be, but wants reorganization, and the sooner it is had, the better.

On this subject, we now intend to offer some remarks supported by calculations on facts well established within the reach of all those who are disposed to examine into them, and in process, show what our naval establishment ought to be both in peace and war.

Our tonnage is 1,500,000 tons, our number of seamen 120,000, and our capital employed in commerce, nearly 250,000,000 of dollars. On these we may safely rely as the foundation of our calculations for the necessity of a navy, and the extent to which our naval power ought to be carried. Conviction has settled in the minds of many intelligent officers and gentlemen, that one fourth of the number of our seamen may be obtained, and relied upon for our war establishment; whilst one twelfth of them, (viz: 10,000,) will man a sufficient force for our peace establishment—affording ample protec-



tion to our commerce in every sea, which force would consist of the following, viz:

- 3 Seventy-fours,
- 10 Frigates,
- 20 Sloops of War,
- 10 Brigs or Schooners,
- 3 Steam Vessels,
- 4 Store Ships.

Thus we have two points settled, the number of seamen and the vessels they are to man, forming our permanent peace establishment. In order to satisfy all minds that this force is necessary, we propose now to distribute it on the different stations, in order that those acquainted with our trade in the various quarters of the globe, may be enabled to see that we have rather under than over rated the force.

For the Mediterranean Station,

- 1 Seventy-four,
- 2 Frigates,
- 4 Sloops of War,
- 1 Schooner,
- 1 Store Ship.

Brazil and Coast of Africa Station,

- 2 Frigates,
- 4 Sloops of War,
- 2 Brigs or Schooners,
- 1 Store Ship.

Pacific and East India Station,

- 1 Seventy-four,
- 3 Frigates,
- 4 Sloops of War,
- 2 Brigs or Schooners,
- 2 Store Ships.

West India Station,

- 1 Frigate,
- 5 Sloops of War,
- 3 Schooners,
- 1 Steam Vessel.

Home Station, and refitting,

- 1 Seventy-four,
- 2 Frigates,
- 3 Sloops of War,
- 2 Steam Vessels,
- 2 Brigs or Schooners.

This will give us that position among nations which we ought to occupy, viz: that of a 2d naval power, instead of being the 7th, as we now are,

But does this form your navy! Is there not something essential and of vital importance to its welfare yet to be looked to? Undoubtedly there is. Our seamen change every cruise and our ships are constantly undergoing decay and repairs. It is our officers who discipline these crews, and manœuvre our ships and squadrons; they are in fact, the only unchanging part of the navy, and those on which a country possessing naval power, ought to rely and cherish. We then set it down as a self-evident truth, that what will promote the welfare of the navy, must be nearly allied, if not identified, with the interests of the officers, and thus it may be considered that the true interests of the officers, can in no way be separated from that of the country; or rather whatever tends to promote their efficiency, must be of vital importance to the navy of the country.

In order to effect this, the enquiry must be, how is the country to derive the most benefit from their services? By what means is this to be effected? in what way obtained? These will be answered, by such a re-organization as we propose, and are about to show ought to be adopted.

Let us for a moment dwell upon the prospects of our officers under the present organization, (as it may more clearly lead us to perceive the effective remedy) which cannot but help to bring conviction home to every mind of the necessity for a change. For this purpose, the following result of a calculation is now submitted. We suppose a youth to have entered as a Midshipman at the youngest age, on the 1st January, 1836.

Youngest age	14
serves as Midshipman	6
must remain a Passed Midshipman	12
must remain a Lieutenant	28

Making him 60 years old when he is promoted and entitled to the command of a sloop of war!!! Here are indeed prospects for our officers, and every year must make them worse. What efficiency may be expected from your ships and seamen under officers grown gray in the service.

It is needless to say that nine out of ten are totally unfit, at that time of life, for any thing like active service at sea, and consequently of little or no use in the situation to which the Government have promoted them. This is an evil that will in time destroy the active energies of our Navy, and in the course of a few years the personnel of the Navy will be gray-headed, from the highest to the lowest.

It may be asked, how do other great naval powers prevent this state of things? The answer is obvious and clear: the King, or Executive Head, has a certain number of promotions within his gift, by which young officers are brought forward, some from merit, and some from influence, and advanced to commands; whilst the older officers are suffered to retire on half pay. This is their remedy, which we have not, neither can we possess. But there is another and, *if now adopted*, fully as effective a plan, which is by graduating the service on the basis of its known decrease (which has been ascertained to be between 4 and 5 per cent., during the last 20 years.)

What signifies our having, building, and launching ships, if our officers, who are to command them, are altogether worn out when they are entitled to such commands? The first object that merits attention we conceive, is to re-organize our navy to ensure the most efficient service to the country in all time to come; and the only way to do this effectively, is to keep *life* and *energy* predominant in the navy, by ensuring that our officers shall arrive, in the ordinary course of events, at the command of our ships, at the proper ages when they will be most efficient.

The personnel of our navy with its power of extension to the full war establishment, and the materials on hand for such increase of ships, with our docks and Navy Yards well established, we can be prepared to meet any emergency that may arise.

There are none we believe who do not think the United States is destined to become a great naval power, and all are prepared to say that it shall be sufficient in time of peace for our wants as a great commercial nation, and be capable of being extended to the war establishment on an emergency. This is the rule laid down, and been adopted for the army, why not for the navy?

The enquiry then naturally comes, what numbers and grades of officers will it require for our peace establishment of 10,000 seamen? and ensure at once effective commands under a war establishment of 30,000 seamen. This can be well ascertained we think, and before giving the results of our calculations, based on the foregoing decrease, we will offer a few previous remarks relative to the grades. With a navy we must have *fleets*. It is evident that it has long been the intention of the country to have *fleets*, for what other reason did Congress authorise the building of line of battle ships, or 74's, but in order to form fleets to oppose an enemy.

Thus naturally results fleet officers, and having created the necessity for them, we *must have them*, else we ought to give up the idea of a navy. A fleet involves three separate commands, viz: the command of the whole, the command of a division, and the command of a single ship. If there is a necessity for these commands, there is a necessity of their being distinguished in name; it is of little importance what it is, provided it is sufficiently designative; it does, however, seem to us somewhat ridiculous in these enlightened times, that we should refuse that of Admiral to the Navy, as savouring too much of aristocracy, and still adhere to that of General in the Army.

Thus we arrive at the necessity of Admirals for the command of our fleets, Commodores for the command of divisions, and Captains for the command of our single ships; further it is perceived we have vessels of different sizes, and therefore we have two grades of commands, Captains for large, Commanders for small.

Now comes the enquiry as to the number of grades; this is determined by the peace and war establishments, rather more in the upper grades than our peace establishment to afford sufficient experience in commands in case of an increase of our force, and to make allowance for casualties, sickness, reliefs, extra duties, &c. &c.

The following list will be sufficient to give us every efficiency we could desire as a naval power, and at the same time put the navy on that footing in which the vacancies caused by the annual decrease (before referred to) would ensure sufficient prospects to our officers, of advancement, viz:

- 10 Admirals
- 10 Commodores
- 80 Captains
- 100 Commanders
- 300 Lieutenants
- 70 Masters
- 400 Midshipmen.

Now for the service of these. We have six stations viz: Mediterranean, Brazil and coast of Africa, Pacific, East Indies, West Indies, and Home Station. Upon five of these we want Admirals; then half the number will be afloat, the other half for reliefs and disabilities.

Commodores we should want six, one in command of the East India station—thus we have six employed afloat out of ten, and four for reliefs, &c. &c.

Captains we should want eighty for the command of our 74's, frigates, navy yards, steam vessels, ordnance duties, court martials, examinations, and other extra duties; of these there would be employed from forty to fifty, the remainder for reliefs, casualties, and with a sufficiency for increasing our navy one half more afloat under experienced officers on an emergency.

Commanders, or those on whom the command of our smaller vessels would devolve, we should want one hundred. Sixty-four of whom would be in constant employment, the remainder or one-third for reliefs, casualties, &c. Thus we have 200 officers above the grade of Lieutenant and on which we found the basis of promotion through the annual decrease. The number of Lieutenants it is proposed to limit to the actual number required for our peace establishment (before mentioned) viz: 300, all in constant employment, and without making any allowance for relief, sickness, &c.

The grade of Master to be made a regular grade in the line of promotion, and to be limited to the actual number required for the service, and all in constant employment, the number that would be required would be 70. It is believed that much advantage would be derived from making this change. A midshipman, on passing his examination, to receive instead of a passed midshipman's warrant, one as master, and to perform only the duties now performed by the grade of sailing master, consequently there will be no passed midshipmen.

The number of midshipmen it is proposed to limit to 400; this is nearly 200 less than the foregoing peace establishment would require under the present system, and ensure constant employment to them; these numbers would likewise preserve the rates of junior officers to the superior ones.

Of the effects of the above organization on the navy let us give an example which may be contrasted with the former one under its present organization, viz:

We take the same case of a youth entering as midshipman on the 1st January, 1836, at the

youngest age	14
serves as midshipman	6
serves as master	2
serves as Lieutenant	15

Making him 37 years of

age when he arrives at the command of a sloop of war, and which, contrasted with the former, gives a difference in favour of the country and officers of *twenty three* years and that the most useful part of his life to the country. Thus we should have a constant and sufficient supply of all officers of experience and of proper ages to command our ships efficiently, and none on leave of absence except in the higher grades and on whom the extra and incidental duties of the service, and the commands in case of an increase through emergency, would devolve. This reorganization would not only revive the drooping energies of our officers, but at the same time we should adopt one of the most economical and efficient naval establishments, keeping life and energy predominant in the navy for all time to come—which the present organization can never accomplish, but on the contrary continue yearly to increase the forlorn prospects of all those who are to enter, or are now engaged in, the naval service of the country.

### STEAM PROW SHIP.

MR. EDITOR:—I have observed in your paper of the 3d inst. an attack upon Commodore Barron's Prow ship, by a writer who calls himself "Old Ironsides;" and if he will not shift his ground, but manfully endeavor to maintain it, I think that with no other claims for the efficacy of the Prow ship than those which he has awarded to her, it will be no difficult matter to show that all that is proposed will be accomplished.

"Old Ironsides" admits, but with no ordinary degree of reluctance, that the Prow ship may be propelled 3½ knots per hour; and that each foot of her prow, when moving at that rate, will operate with a force equal to 300,000 pounds. Now, this admitted, and compared with the effect of a 24 pound shot, and the result stands thus:—if each foot of the prow operates as admitted, each space of it that equals the area of a 24 lb. shot will operate with seven times its force, which by experiments, that can be incontrovertibly proved, will penetrate sound seasoned oak four feet six inches. This being the incontestable fact, I ask "Old Ironsides" what part of any ship, six feet above or below the line of floatation, is or can be so formed as to resist such a shock?

I cannot conceive that any man, who really possesses the knowledge that "Old Ironsides" pretends to, can be serious when he gives as an example, Fulton's first attempt at a steam battery. What was the state of steam vessels at that time, compared with their present perfection? Was there any thing to justify a comparison?—Six or seven knots then was great velocity; what is it now? More than double. As to any objection being made to a double, treble, or quadruple steam vessel, only let those who have been in the habit of looking at the double steam boats' movements answer, and all doubts on that point will vanish.

There is little, if any, force in the remarks of "Old Ironsides," with respect to the sheering of the large size ships, by which he has chosen to illustrate his objections to the Prow ship; and also to the immediate movement by veering out cable, &c. But let me ask him how he will effect those operations when it is slack water, or the tide ceases to run? How will he sheer and drop his big ship about then?

I defy "Old Ironsides" to produce one solitary instance of a steam vessel having ever exploded her boilers, or started any of those delicate joints, which he alone knows to be connected with those machines, by a sudden concussion. There is not an instance on record of such an occurrence; while the effects of steam vessels on the hulls of other craft are most abundant; and even the attack of whales on ships in two instances are conclusive proofs of the effect of the moving body upon the stationary one.

I cannot imagine the object of this attack on the Prow ship. Some of the figures drawn by "Old Ironsides" do really exhibit in lively colors, fears and tremblings but ill becoming a character competent to judge of or act in such cases; he has endeavored to engender in the minds of others his own unwillingness to lead on a bold



enterprise, and winds up by the destruction of the Prow ship as inevitable. Suppose such should be the event, how will the account then stand? Why, the Prow ship may cost \$100,000, and the ship-of-war, \$600,000; so, even in that doleful case, the Prow ship concern would have the advantage five to one.

As to cushions, I should by all means advise that they be applied to the author of the attack, if he could ever be brought to engage in such an expedition; and then it will be a matter of no moment where he falls—he will be protected. But if this heavy massive structure of logs can all be separated by the power of steam, and blown into the air, and the weighty writer along with them, is it not wonderful that it should only have the power to drive this same mass  $3\frac{1}{2}$  miles per hour through so yielding an element as water.

The attack of "Old Ironsides" may have some operation on the minds of those who are not familiar with the subject; but no practical seaman will believe that one ship of any description can run into another with any force equal to from  $3\frac{1}{2}$  (if you please) to 10 knots, without doing great injury; and I am confident that "Old Ironsides" must have had but little experience in matters connected with incidents of a sea life.

What an idea must this writer have of an ancient Roman galley, when he compares it to a man-of-war's launch. The galleys, with three tiers of oars, were probably several hundred tons burthen; a launch somewhere about five or six. But even they had sufficient weight (says this knowing writer) to saw down each other's sides by their prows, when they run them over the gunwales of their adversaries; and, in contradiction of the authors of the history of those times, he asserts that this latter course was the mode of attack then practised.

Polybius distinctly states that the destruction occasioned by the ancient vessels coming in contact with each other, was produced by the velocity of the vessels propelled by their oars.

"In the following year, Atilius the Roman Consul, who then lay at anchor in the port of Tyndaris, having perceived the Carthaginian fleet passing very near him in a careless manner, and without any order, made haste immediately to pursue them with ten ships, and gave orders to the rest to follow as they were ready. But when the Carthaginians saw that one part of the enemy were already under sail, while others had scarcely yet got on board, and that the foremost ships had advanced far before the rest, they suddenly turned upon them, and surrounding them on every side, sunk the other vessels, and had almost taken that in which the Consul sailed. But because his ship was lighter than the rest, and well supplied with a body of the most skillful rowers, by the help of those advantages he escaped the danger. But in a short time afterwards the rest of the Roman squadron advanced in order, and having all turned their prows, in one line against the enemy, they engaged them with such vigor and success, that they took ten of their ships with all the men, sunk eight more, and forced the others to retreat in haste towards the Liparean Islands."—*Hampton's Polybius*, p. 30.

In an account of a battle between the Carthaginians and the Romans in *Hampton's Polybius*, page 35, he says:—"Twenty-four of their [the Roman] ships were sunk in action, and more than thirty of the Carthaginians."

"If the enemy advanced too far in the pursuit, they then turned suddenly upon them, and making their attack with vigor and agility, now upon the sides and sometimes on the stern, sunk many of the Roman vessels, which being unwieldy by their bulk, and encumbered with unskillful rowers, performed all their motions heavily and without success."—*Ibid*, p. 61.

In an account of a battle between the Romans and Carthaginians, *Polybius*, page 72, says:—"The rowers, strong and dexterous, broke with ease the force of the winds and waves, and the vessels were soon ranged in a single line with their prows turned towards the enemy."

He gives no particular account of the battle, but says, speaking of the Carthaginian fleet, page 73:—"fifty of their ships were sunk, and seventy taken by the Romans, with all the men."

As evidence, if any is wanted, of the great injury sus-

tained by vessels coming in contact, I give two instances of recent occurrence.

*From the Liverpool Courier, September 25.*

A SHIP RUN DOWN BY A STEAMER.—On Sunday morning about 4 o'clock, the United Kingdom, from Jamaica, 400 tons burthen, was run foul of by the Queen of Scotland, an Aberdeen steam-ship, of Northfleet, near Gravesend, under the following extraordinary circumstances. It appears that the vessel was riding at anchor, waiting to come up with the next tide, and about two hours after flood the steamer, which was bound for Scotland, was seen coming up at a rapid rate. The watch on deck of the ship immediately hailed the conductor of the steamer to keep their helm hard-a-port; and the words "helm-a-port" were repeated two or three times; but whether through misapprehension, or otherwise, were unheeded, and the person who was steering the steamer kept his helm a starboard, and bore down on the U. K., which was struck on the larboard bow with such force, that her timbers were stove in, and the figure-head of the Q. of S. was carried away by the violence of the shock, which caused the steamer to rebound. The alarm was dreadful, as it was expected they would both go down. The steamer, however, received very little damage beyond the loss of her figure head, and was able to pursue her voyage; but the United Kingdom immediately began to fill with water, and there being no other means likely to prove available to save the ship and the cargo, the crew slipped the cable, and ran her on the Essex shore. This was done with all possible expedition, but she turned over three times, and about seven hours afterwards went over on her beam ends, and on Wednesday morning nothing was visible above water but her masts, and it is feared she will prove a total wreck. She was laden with a valuable cargo of sugar, rum, coffee and logwood, a great portion of which will be spoiled. Fortunately no lives were lost, but one of the seamen, named Thomas Andrews, had a very narrow escape. He was in his hammock in the fore-castle when the ship was struck, and being unable to find his way up the scuttle, got through the hole in her side, then under water, and swam towards the steamer. He was saved by a shipmate, who cut the boat from her, and put off to his aid.

*Extracts from the report of Captain Thomas Ap C. Jones' cruise to the Sandwich and other Islands in the South Seas, while in command of the U. S. Ship Peacock, in the years 1826-7.*

"On the 22d [of March,] between 3 and 4 P. M., a *Spermaceti* whale of large size, which had been playing under our lee bow for some time, as it were trying the speed of the ship, then going over eight knots by the wind, with a considerable head sea on, suddenly turned and run directly towards the ship, which he struck, perhaps fortunately for us, with rather a glancing blow, (and before he had gained much way through the water,) across the fore-foot. The shock was so great, as nearly to stop the ship's head-way for a moment, and to cause all who did not see the whale to suppose the ship had struck a rock. The effect was, as far as could be ascertained at sea, the partial dis-jointing of the cutwater and false stem, the loss of some copper, &c. &c., and a leak of more than 12 inches per hour."—(while the ship remained at sea, 40 days.)

"The injury sustained by the whale was perhaps of a more serious nature, as he spouted much blood as he went down under our lee, a certain indication, when harpooned, of a mortal wound."

There is no occurrence of the kind in latter times more familiar to our ears, than the destruction of the ship *Essex*, of New Bedford, by a whale in the Pacific in the year 1819. The miseries endured by the remnant of her crew before they reached Valparaiso, were narrated in a pamphlet published shortly afterwards. I regret that I have not the pamphlet at hand; it ought to be inserted in your Chronicle, as we have no similar work of the kind, and in after times it will become invaluable as a record of reference.

NEPTUNE.

#### SLUSH FUND.

This fund is raised by a disposal of the slush, on board our vessels of war; and as it is a component part of the crew's ration, it in the strictest sense of justice ought to belong to them. Hitherto this has been appropriated to purchase such nick nacks, as the government do not think necessary to provide for, and which might just as

well be done without, (viz.) musical instruments, fancy uniforms for the band, &c. &c.

Now on board of ships of the Line and frigates, where musicians, are allowed by the regulations, their instruments are of course furnished, but on board of sloops of war, where such things as musicians are a nuisance, the case is different, and a portion of the crew's ration must go toward upholding what they neither want or are benefited by; but on the contrary are deprived of much of their room, &c. that must be appropriated for musicians, "God bless the mark." Yet where there are no musicians, as is frequently the case, the money arising from the sale of the slush is always expended in some way or other, and the crew are not the better of it.

There are a number of vessels, fitting out at present; and one who is not in any way concerned in its distribution, but who from a sense of justice, would make this appeal to their commanders, wishes to know whether it would not be more beneficially disposed of, if applied to the purchase of a Library for the use of the crew, and have some of the Periodicals and Newspapers, sent to their ships on foreign stations, and not keep a poor sailor or marine in utter ignorance, during a whole cruise, of any of the leading subjects in his country.

As things are at present, those men often, being absent for one or two cruises, return almost strangers to the land of their birth; whereas if the literary productions of the country were forwarded to them, a chain of communication would thereby be kept up between them and their homes, the value of which only those who have experienced the want, would be able to appreciate.

Any bookseller would furnish three or four hundred dollars worth of books for a vessel to be paid on her return, and if this fund was found insufficient, those officers who were benefited by the use of the library, in common with the crew, would certainly never object to raising a small sum by subscription to meet their part of the expense.

Those who are only partially acquainted with the subject, will say that there is a library furnished by government to every vessel previous to her proceeding to sea; so there is: but what advantage do the crew derive from it? The books thus sent on board, are generally valuable; chiefly professional, richly bound and placed in the cabin, subject to the orders of the Captain, and he is answerable for them on the return of the ship; and it follows that it would not be prudent to lend them to any of the crew; a volume might be lost, and by that means a whole copy of a work would be ruined that perhaps cost fifty or a hundred dollars. To do away with all objections of this nature, and yet give men the use of such books as would best suit their taste, would be to appropriate what is their own, (viz.) the slush fund for the purchase of such works.

Every impartial and disinterested person will readily perceive and acknowledge that this fund belongs to the crew, and by every principle of right, the officers, as they have no share, ought to have no control over it; further than for the purposes here mentioned; and if the captains of the ships about to be commissioned, will act upon the system here pointed out, they will receive the hearty thanks of friends to seamen in general, besides affording to that class of men the use of what is certainly their own.

DEVER.

#### NAVY.

The frigate *Branlywine*, and schrs. *Dolphin* and *Boxer* were at Callao on the 23d Nov.; the latter for Panama in a few days.

Ship *Concord*, Captain *Mix*, sailed from Portsmouth, N. H. on the 27th ult. for the West India station.

Ship *John Adams*, Captain *Stringham*, at Cadiz 23d Dec.

Ship *Vandalia* was at Tampa Bay 5th Feb.

A mail for the Mediterranean will be made up at the Navy Department on the 25th inst., to be sent via N. York. Passed Ass't. Surgeon *I. Brinckerhoff*, ordered for duty at the Naval Hospital, Norfolk, Va.

#### RESIGNATION.

*William T. Cocke*, Midshipman, 4th March.

#### MARRIAGE.

In Portsmouth, Va. on the 1st inst, Dr. *GEORGE BLACKNALL*, U. S. N., to Miss *EMMA*, eldest daughter of Col. *GEORGE BLOW*, of Sussex County, Va.

#### DEATH.

[COMMUNICATED.]

Departed this life, at the Seneca Agency, West of the Mississippi, on the 31st of December, 1835, in the 50th year of his age, Captain *GEORGE VASHON*, Sub Agent to the Cherokee Nation. In his death, society has lost a most amiable and worthy member, and the United States a meritorious and valuable officer.

Captain *Vashon* was a native of the State of Virginia, and was a distinguished officer of the late war; he was retained, as a Captain in the 7th regiment of infantry, in the year 1815, and served as such with that regiment until the year 1819, when he became wearied with the toils of a military life on a peace establishment, and resigned his commission. During his services in the army, his deportment was uniformly that of a high minded and strictly honorable man; he performed his military duty in every respect with great zeal and ability, and at the same time was much beloved and esteemed by the officers and soldiers with whom he served.

Several years subsequent to the resignation of his military commission, he was appointed Agent to the Cherokees, residing on the Arkansas. The arduous and multifarious duties of which office, he continued to perform with great deliberation, zeal and ability, and in a manner highly satisfactory to the nation, until the year 1834, when by an act of Congress the office of agent to that tribe was abolished. He, however, soon after, was appointed a sub agent to the same nation, and continued in the performance of the duties incident to that office until the period of his death.

All admirers of modest merit and strict integrity, who knew the deceased, will deeply lament his loss; and those who had the pleasure to know him best, knew best his worth. His remains were brought to Fort Gibson on the 5th instant, and on the day following were interred with military honours.

Jan. 15, 1836.

#### SHIP BISCUIT.

NAVY COMMISSIONERS' OFFICE, }  
18th February, 1836. }

**PROPOSALS**, sealed and endorsed "Proposals to furnish Ship Biscuit," will be received at this office until three o'clock, P. M., of the tenth day of March next, for furnishing and delivering at the navy yard, Gosport, Virginia, any quantity of ship biscuit, to be made wholly from fine flour of the manufacture of the year 1835 or the year 1836, that may be required during the year 1836 at that navy yard, for the use of the Navy.

The said ship biscuit must be fully equal to the quality, and must correspond in size, to the sample now lodged in the said navy yard by the Commissioners of the Navy, and be subject to such inspection as they may direct—must be in all respects satisfactory to them or the Commandant of the said navy yard, and must be packed and delivered in good substantial and bright flour barrels, with double lining hoops at each head, for which no charge must be made, and in good shipping order, free of all cost to the United States.

On application to the Commandant of the navy yard at Gosport, Virginia, or at this office, printed forms of offers to furnish the ship biscuit, and samples of the biscuit, will be furnished. Should any other form be used, the bidder will be considered bound by the stipulations and conditions of the printed forms, conformably to which the contract and bond will be drawn up.

Ten per centum will be withheld from the amount of all payments, on account of the contract to be made, as collateral security, in addition to the bond to be given to secure its performance, not in any event to be paid, until the contract is in all respects complied with.

Feb. 25—3t

#### JOB PRINTING

Executed with neatness and despatch,

AT THIS OFFICE.